

FINE MOTOR TRIP OVER MOHAWK TRAIL

Expert A. C. A. Road Man Has
Outlined a Picturesque
Holiday Journey.

The Mohawk Trail, the most famous scenic road in New England, was opened by the State Highway Commission of Massachusetts in the fall of 1914. The road follows very closely the old Mohawk Trail of the Indian days and runs from Williamstown to Greenfield, forming the most direct route between Albany, New York and central Boston.

Within the last week the chief roadman of the Automobile Club of America Bureau of Tours inspected route No. 7, from Troy to Boston, and he has outlined a trip from New York which includes this historic trail.

Starting from New York alternate routes are available to Waterbury, Conn., one via the Boston Post road through New Rochelle, Rye, Greenwich, Stamford, Norwalk and Bridgeport and up the Naugatuck Valley through Seymour to Waterbury; the other is through White Plains, Bedford, Ridgefield and Danbury to Waterbury. The latter goes through several picturesque villages in a scenic section less congested than the former route.

Details of the trip are as follows: From Columbus Circle, New York, go through Central Park to 110th street, then north on Seventh avenue to 138th street, turn right across bridge over Harlem River, two blocks beyond turn sharply left into Mott avenue, which becomes the Grand Concourse, and follow to the end. If the shore road is to be taken a right turn should be made into Fordham road, which leads to the Pelham Parkway. On reaching the end of the Concourse bear right into a road that runs diagonally across Moshulu Parkway. At reservoir turn left into Bainsbridge avenue, which becomes Central avenue. Just beyond Woodlawn Cemetery turn sharp left into the new Bronx Parkway, which is finished as far as Mount Vernon. Turn right into Yorkville, pass station, go up hill, at top of hill turn left into West Lincoln avenue about a half mile beyond, turn left into Columbus avenue, which is the White Plains Road, and follow through White Plains. Go out of White Plains by North Broadway and continue along the east shore of Kensico Reservoir, then on through Armonk and Bedford to Cross River. Turn right in Cross River and about one mile beyond again turn right and follow hard surfaced road through Ridgefield, Danbury, Southbury, then over the Middlebury hill to Middlebury to Waterbury. On leaving Waterbury and the Naugatuck Valley the route goes over Southington Mountain and enters the beautiful Quinipiac Valley. At the foot of the mountain at Middlebury the route turns north up the valley, going through Southington, Plainfield and Farmington, enters the Connecticut Valley at Hartford, the Capitol city of Connecticut. From Hartford the route continues up the valley on the east side of the river to Springfield, there crossing the river and continuing north on the west side of the river through Holyoke, giving an excellent view of Mount Tom, passing through Northampton, where Smith College is located. Continue up the valley through the picturesque villages of West Hatfield and Deerfield to Greenville, one of the most beautiful towns in New England, the junction point for two prominent trunk lines No. 2 and No. 7. Greenfield has excellent hotel accommodations and is a convenient point from which to radiate.

A. C. A. TOURING GUIDE FOR 1922 IS NOW OUT

The 1922 issue of the Associated Tours Guide, published by the Automobile Club of America, New York, has just come off the press, and copies will be available to motorists within the next few days.

This standard road guide is now in its tenth year of usefulness. Many of our readers are familiar with the earlier editions and know how useful and handy the publication is. A hasty examination reveals many additions and improvements. Several new tours are included, with about 5,000 miles of additional road covered. The total mileage is now about 40,000. A large folded map, 24x36 inches in size, combining all the tours, and smaller maps of the Empire State and the United Hotel Tours, are featured new to the Guide this year. There is also a new two page map of New York City, showing the best routes in and out of the metropolitan district. The Automobile Club of America, publisher of the Guide, is the oldest association of motorists in the country. Its club house, at 37 West Fifty-fourth street, New York, is one of the landmarks of the city and its all around activities for car owners has made it known among the leading organizations of the country. Col. Arthur Woods, former Police Commissioner of New York, is president.

Must Remove.
Make a solution one part sulphuric acid to ten parts of water and dip in it the parts from which it is desired to remove rust. Next dip them in a bath of hot lime water and keep them in it until they have become so hot that they dry immediately on being taken out. Then rub the parts with dry bran or sawdust, and they will be found to be perfectly clean and may be painted with fireproof paint, blue or nickel.

Homemade Scrapers.
Old files, particularly those of the half round variety, may be made over into really admirable bearing scrapers. Apply a file in an emery wheel, thereby grinding off the teeth and then grind it in into any form desired.

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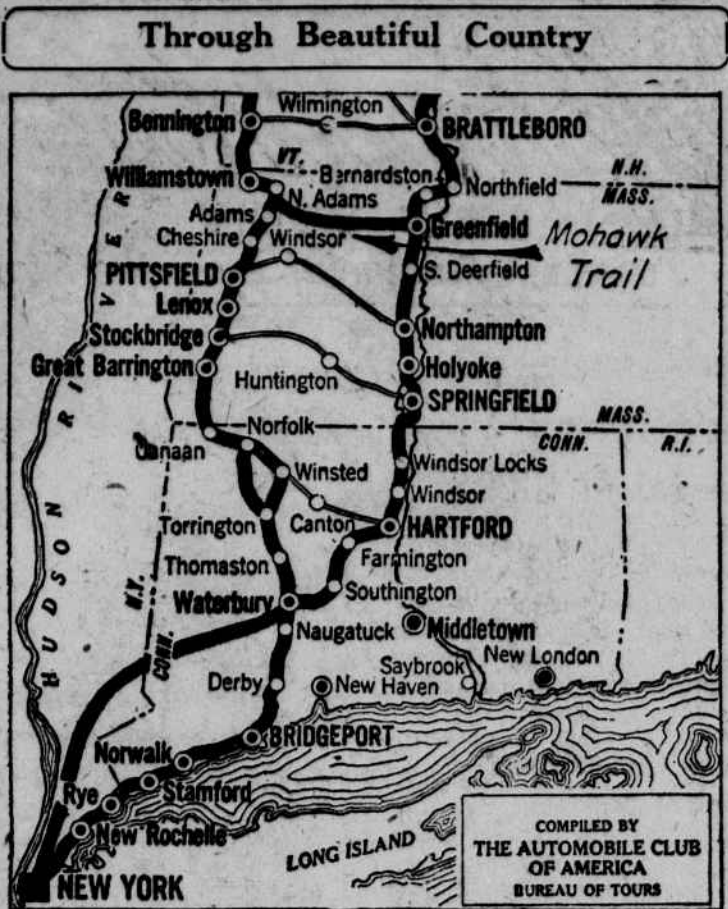
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and the other continuing direct to Torrington, where the valley of the Naugatuck is entered and followed through Thomaston and Waterville to Waterbury.

Along the Row

Packard sales records show that April brought in orders for more than 2,000 of the new single sixes, against 204 orders for the same type of car during the corresponding month last year.

Twin six deliveries also revealed a marked increase during the last month, with the shipment of at least one hundred more units than during April in 1921.

The Paige 4-68 Dayton model established a new world's stock chassis record for twenty-five miles on the Cotati, Calif., track Sunday, May 7, when it covered the distance in 15 minutes and 27.50 seconds, traveling at the terrific speed of 96.88 miles an hour plus.

The Torben Axle Co. of Cleveland, Ohio, announces the signing of a contract with the General Automotive Parts Company as Eastern distributor. The Torben company will carry parts and complete units at their Newark, Brooklyn and New York branches.

The total production of Ford cars passed the six million mark on May 18. This gives a production in excess of a million for the past year, the five million mark having been achieved on May 28, 1921.

The ordinary conception of a storage battery is a box covered with some sort of black plastic paint. Most of them were not intended for public display. But the fact that a neat and finished appearance is appreciated by automobile owners has been shown by the reception of the all rubber battery, produced by the Willard Storage Battery Company.

"And the happiest part of it all," says Mr. Wilson, manager of the local Willard branch, "is the fact that the one piece rubber case invented by the Willard company makes an ideal container for the new Willard radio 'A' battery. It can be nicely polished and makes a very attractive addition to the radio set."

The men who have spent so many years of hard work developing the automobile starting and lighting battery and the railway and central station storage batteries never expected the battery to go to the parlor, but that day, like many other unexpected things, has arrived.

In explaining the growth of the Peak Tire Company of Brooklyn, Samuel Kaplan, the general manager for the past six years of the retail and wholesale department, says that in the manufacture of the Peak cord tires the company was not satisfied to simply build good tires, but to put into them the best materials, the non-skid scientific treatment and arrangement of the tread makes it a safe tire for the wet or slippery road.

The Motors Corporation, Inc., headed by Mac Sanger and James P. O'Rourke, has taken over the metropolitan distribution of "Elin Six" automobiles. The New York office is at 1822 Broadway. The Brooklyn dealers are the Dean Sales Corporation at 1431 Bedford avenue and the Newark dealers the M. C. Delaney Motors Corporation at 222 Halley street.

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CHAMPION MOTOR ROUGH RIDER HERE

This Franklin Owner Certainly Picked Out a Tough Touring Section.

Following the publication recently of an account of the strenuous experiences of Roland Rohlf, famous aviator, in driving a Franklin sedan through some of the least explored parts of Colorado, Utah, Arizona and New Mexico, a Californian motorist, R. L. Lagon of Los Angeles, took his pen in hand and wrote to the Franklin Automobile Company at Syracuse, N. Y., some of his own experiences with a Franklin, in the light of which, he infers, Mr. Rohlf's "ain't been nowhere or seen nothing."

Having Death Valley for a playground gives Mr. Lagon somewhat of an advantage when it comes to finding tough going. Very tersely he sets forth his claims as the champion grief hunter of the United States when it comes to rough going in an automobile. He says: "We have ground for hours in low and second gear up a bowlder strewn wash, averaging seven miles to the gallon of gasoline. Yet, the same car averaged 23 1/2 miles to the gallon on extended highway trips. We have traveled for two days without seeing another motor car."

Mr. Lagon's trip was a tour of the water hazard of the Devil's Golf Course—a vast deposit of salt (pinacles) with a river of brine. The car was crusted with salt—even the engine was well coated and we had to take part of the ignition system for a swim in gasoline to discover what was under the salt.

"We have done the forty-two miles between Penner and Amboy, a desert road with ruts, chuck holes, etc., in less than an hour, with the car loaded down with three heavyweights and baggage. We have made an 800 mile desert run where some stretches of road required seven hours to make twenty-one miles and yet finished the 800 miles in 47 hours elapsed time."

Mr. Lagon offers to show any Eastern motorist who pines for a little more excitement than Eastern highways can afford some real thrills if he will come out and follow him around southern California in his Franklin.

NASH COMPANY MAKES A SALES RECORD

Nash Motors has passed the 100,000 mark in point of passenger car units produced; in actual figures there have been produced in excess of a million for the past year, the five million mark having been achieved on May 28, 1921.

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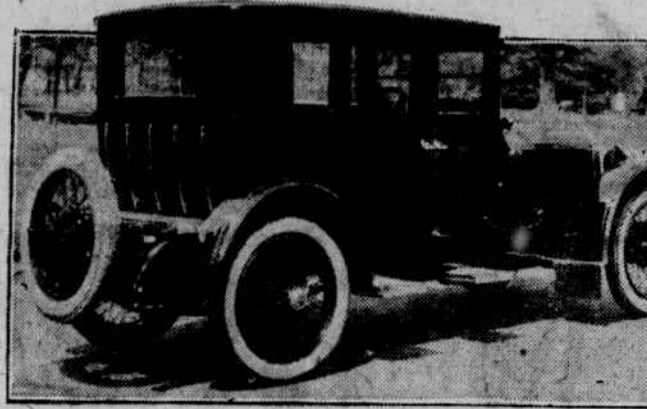
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New Chandler Metropolitan Sedan



The Metropolitan Sedan presented here is a splendid response to the demand for a Chandler five passenger closed car. From nickel trimmed radiator and barrel type head lamps to the sturdy trunk rack, fitted with vertical and horizontal polished aluminum bars, the Metropolitan is a harmony of glistering beauty and grace. It sells for \$2,395 f. o. b. Cleveland.

This striking car is on exhibition at the Chandler headquarters of the J. B. Hulett Motor Car Company, Broadway at Sixty-second street.

DRIVES RACING CAR THREE MILES A MINUTE

Using a 250 horse-power "Wisconsin Special"—a 2,000 pound machine no wider at the widest part than 20 inches—Sig Hlaught of Trondheim, Norway, recently covered a mile at Dayton, Ohio, in 19.97 seconds.

This terrific burst of speed meant traveling at the rate of 180.87 miles per hour—the maximum speed ever attained by a vehicle of any type driven on land.

This racing car carried a six-cylinder motor which weighed but 610 pounds and had a piston displacement of 764 inches. It was equipped with the Robert Bosch magneto.

SERVICE DEPARTMENT.

Q. Will you please explain to me what the gear ratio means? I am a new car owner and I would like to know what the various terms mean. N.

A. The gear ratio in which you are interested means the speed of the crankshaft in relation to wheel speed on high gear. If the gear is expressed as four to one, it means that the motor turns over four times to each revolution of the wheels on direct.

Q. Can I use the magneto of my Ford car to charge the storage battery, the car being equipped with dry cells for ignition? Would this procedure be liable to injure the magneto? E. H.

A. It is impossible to use the magneto of the Ford car to charge a storage battery without replacing a rectifier in the circuit. The storage battery can only be charged with direct current, whereas the Ford magneto produces alternating current. If the rectifying unit is used no harm would result to the magneto.

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A. Porting would probably help. By fitting larger exhaust valves and came rubber solvents and ruin the floor mats. If they are allowed to remain on them, the mats should be wiped quite dry and then be pipelined. The pipelined dries and sucks the oil out of the rubber.

Q. Is a rotary valve engine the same thing as a revolving cylinder engine? Please settle a bet. F. G. R.

A. The rotary valve engine is not the same as the revolving cylinder engine, which is usually referred to as a rotary engine. In the rotary valve motor the valves are in the form of cylindrical rods, which revolve in operation and give that name to the type. In the revolving cylinder or rotary motor, on the other hand, the crankshaft

SOMETHING ABOUT THE KNIGHT MOTOR

Roy A. Sears of the R. & V. Motor Company has issued an interesting booklet on the Knight motor. So many requests have reached this office recently for a description of the Knight motor that we present a brief description here: Fundamental functions of all internal combustion gasoline engines are the same. They differ only in the method in which these functions are performed. The difference between the Knight type engine and the poppet valve type lies in both types in practically the same manner. Only in the method of admitting gas and discharging exhaust gases do the two types differ.

Explanation of the Knight principles is best made by showing how it differs from the admittedly more familiar poppet valve design. In the latter the mechanism performing the valve function comprises a camshaft, rollers or flat valve lifters, guides, push rods, rocker arms, valves proper and springs.

In the Knight type engine there is an eccentric shaft, operated at half the speed of the crankshaft and connecting rods attached to two concentric sleeves. In the sleeves are ports, openings which come into register at the proper periods to permit the intake and exhaust of gases. The action is at all times precise and mechanical. The sleeves travel exactly one inch in the R. & V. Knight engine. There can be no lag in the action of the mechanism, as the opening and closing of the ports is directly controlled by the actuating eccentric shaft.

Q. I have a Ford car, and when running down hill with the spark fully retarded I get a knock. What causes this? K. J. D.

A. Your question is indefinite. If you went to the doctor and told him you had a pain without telling him where and asked him to diagnose your ail he would be no worse off than I am in trying to guess at your car's trouble. However, if the knock is in the motor it may be caused by looseness of some part. The bearing ends may be flattened so that the crankshaft moves back and forth. There may be play in the driving unit, allowing the clutch to slap. The flywheel may be loose. If you will write me and give me specific details I will be glad to try and help you.

Q. I am having persistent trouble with my storage battery, although I am careful to keep the liquid up to the proper level. Do you think the generator can be the cause of the trouble? G. H. B.

A. The trouble probably lies in the fact that your generator is not set for the correct charging rate for the particular service you demand of the car. You may be driving a great deal at night, consuming current for lighting, starting often and the generator is not supplying enough current to keep the battery up to the mark. Consult the nearest service station for the manufacturer of your battery.

CHANDLER SIX ROYAL DISPATCH \$1795

Newest and
Smartest of
Sport Cars

HULETT
Motor Car Company
1124 Broadway at 62nd Street
Cleveland

The R&V Knight remains steady as a clock at low speed, or under the fullest load.

Ask us to mail you a copy of our booklet "Why We Believe in the Knight Motor."

R. & V. MOTOR CO.
J. M. EVAN, Eastern Representative
Gotham National Bank Building
100 Broadway Tel. Columbus 1234

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U. S. Distributors, Inc.
1 Central Park West, at Columbus Circle.

An Opportunity to own at once a new BENZ with imported custom-built body of unusual elegance, Price delivered \$6500

On exhibition at The BENZ and CIE U. S. Distributors, Inc. 1 Central Park West, at Columbus Circle.

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A Driving Lesson.

WE are glad we drove to Bear Mountain last Sunday because we met Frank Diller. He is one of four motorcycle policemen who patrol the seventeen miles of road between the Tuxedo entrance of the great State playground and the Hudson River. He won't like this proposition of being "written up." He's just kind. He doesn't care for publicity.

Diller has a big job. He helps to keep the operation of hundreds of automobiles every Sunday when five men who patrol the seventeen miles of road between the Tuxedo entrance of the great State playground and the Hudson River. He won't like this proposition of being "written up." He's just kind. He doesn't care for publicity.

We were in a hurry and Diller stopped us. In spots we may have been slightly exceeding the twenty-five miles an hour speed limit, but we were not driving recklessly and told him so. We also told him we had never even been stopped by a traffic policeman before and that we were as much interested in the question of safe driving as he was—that we were constantly calling the attention of our readers to the importance of it. And Officer Diller believed us. He made no mistake in doing so because "I was the truth." Then he said:

"I am not going to give you a summons. Just let this little experience be a lesson to you to keep well within the traffic regulations on a crowded thoroughfare like this one. You owe it to yourself and passengers and to the other drivers." We are here to help motorists do the right thing by pointing out their mistakes and not always by driving them to court and a fine."

Diller makes his share of arrests. You can depend upon that. But he does not impose on any motorist. It was a pleasure to meet this type of motorcycle policeman because there are so many of the other kind. And you can take our word for it that Officer Diller has made one driver more conscious than ever of his responsibility for the safety of others. The Diller method leaves a deep impression, while a fine often leaves only a sting.

Introduced for the first time at the last National Automobile show the Earl made a strong appeal at once because it was of pleasing design and a capable performer.

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